SASMEE BULLETIN

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS
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THE OFFICIAL JOURNAL
OF
THE SOUTH AUSTRALIAN SOCIETY OF
MODEL AND EXPERIMENTAL ENGINEERS

SEPT - NOV 77.

S.A.S.M.E.E. BULLETIN

Vol. 19 No.2 Sept - Nov. 1977

EDITORIAL

As I intimated in the previous Bulletin, whilst I edit same, the various items will be of a member contributory nature. By so doing I am hopeful that an increasing number of members will take a greater interest in Club affairs and be prepared to offer suggestions and ideas through the Bulletin. I would appreciate your comments, both written and oral, regarding the above points.

Improvements and additions to the Park which have taken place over the years and we accept as part of the scene was brought home to me at a recent track day when Malcolm Burke, a country member from Nuriootpa, put in a rare appearance and expressed surprise at the changes and additions around the grounds. All very complimentary and it is nice to know that the good work of members does not go unnoticed.

In this issue I have endeavoured to give,within reasonable limits, an overall picture of members' activities and the various aspects of your Society's affairs.

Jack Mell our confirmed globe trotter has written a concise account of his latest round the world in 80 days. David Atkinson gives us some interesting sidelights on the Steam House, Alan Saunders speaks on Radio Control and John Beal describes construction of his "New Haven 337" Loco. Lindsay Hope gives details of books available for sale. Mike Bradford our Treasurer writes of our Assets both liquid and fixed. Terry Middleton, always on deck for an article has given me two, but space may limit what can be printed. Phil Waugh raises several interesting points.

Don't forget November show of work night. In the previous Bulletin (Jun-Aug) our Secretary asks whether articles of a technical and constructional type could be included. So members

how about it. A description of how you overcome a difficult machining operation or advice on the various aspects of modelling or where to get materials. These will greatly help newcomers.

Clary Burden
Editor.

I have been asked to remind you that we still have a number of Jubilee Pennants left over from the Convention. Price is very reasonable.

PRESIDENT'S COMMENT:

This comment will be a mixed bag of ideas. The 'off Tuesday' night or informal meeting held on the fourth Tuesday in the month has in the past year lapsed for various reasons. Now that the painting of the Club room inside is finished the meeting has been revived.

Unfortunately I missed the June meeting as I was visiting Dennis Irving out of hospital that day from his heart operation. We are pleased to see him about again but he warned he is restricted to only 10 cups of tea a day.

For the information of newer members the informal night is the night to swap yarns and information on modelling, trade bits and pieces, show slides and films, and generally help one another. This gathering night is a chance to do the things we seem to miss out on at General meetings owing to lack of time. With the present economic climate and the shortage of purchasing power these nights offer a chance to help each other and show some encouragement to our newer and younger members. Having to shift house and disperse my workshop has brought back memories of my earlier days of modelling and the help I received from SASMEE members and I hope that I and others can still help our fellow modellers in need.

Keep an eye out for the dates of our Christmas Function and the special Charity Day in October.

Paul Griscti
President

QUARTERLY AGENDA

GENERAL MEETINGS:	2nd Tuesday each month at 8 p.m.
SEPTEMBER 13TH:	Our Treasurer will speak on Copper Smithing and boiler construction.
OCTOBER 11TH:	Mr. H. Clisby will describe his recent U.S.A. trip and give a talk on workshop gadgets.
NOVEMBER 8TH:	Annual show of work.
INTERMEDIATE MEETINGS:	'Informal' 4th Tuesday each month at 8 pm September 27th, October 25th, November 22nd.
COMMITTEE MEETINGS:	1st Tuesday each month at 7.30 p.m. September 6th, October 4th, November 1st.
WORKING BEES:	1st Saturday each month at 1 p.m. September 3rd, October 1st, November 5th.
PUBLIC FIELD DAYS:	1st Sunday each month at 2 p.m. September 4th, October 2nd, November 6th. 3rd Saturday each month at 2 p.m. September 17th, October 15th, November 19th.
OTHER EVENTS:	Charity Day - Adelaide Lions Club Sunday October 23rd. Annual Christmas Barbecue - Further details later.

SUNDAY FIELD DAY CANTEEN ROSTER

September 4th	October 2nd	November 6th
S.J. Grainger	H. A. Bosch	K.D. White
J.E. Williams	A.L. Broad	D.W. Searle

SATURDAY FIELD DAY CANTEEN ROSTER

September 17th	October 15th	November 19th
T.F. Fowler	M. Ambler	M.F. Sambell
I.R. Francis	D. Atkinson	K.R. Stephens

IMPORTANT NOTICE

IF UNABLE TO ATTEND AS PER ROSTER PLEASE PHONE SECRETARY PH.301925, SO THAT A RESERVE CAN BE NOTIFIED IN TIME.

RESERVES: P. Linblom J. Mell J. Spry

PLEASE REMEMBER TO BRING THE MILK

ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES:

September		October		November	
10th	B. Homann	8th	A. Brabham	12th	W.Brownlow
24th	A. Ide	22nd	I. Clark	26th	H. Bateup

UNLOCKING ROSTER FOR INTERMEDIATE MEETINGS:

Tuesday - September 27th	Paul Griscti
Tuesday - October 25th	Peter Gore
Tuesday - November 22nd	Mike Bradford

LOCO ROSTERS

SUNDAYS:

September 4th	October 2nd.	November 6th
C. Hill	W. Brownlow	R. Smyth
C. Bamford	H. Bateup	H. Bateup
H. Bateup	J. Barkes	I. Clark
I. Clark	O. Thomas	B. Homann
K. Besley	J. Moorfield	K. Besley
H. England	R. Smith	W. Brownlow

SPECIAL CHARITY DAY - SUNDAY OCTOBER 23rd.

H. Bateup	C. Hill	J. Barkes
C. Bamford	J. Beale	W. Brownlow

SATURDAYS

September 17th	October 15th	November 19th
J. Beale	R. Skewes	O. Thomas
B. Homann	C. Bamford	J. Moorfield
R. Smyth	T. England	K. Besley
H. Bateup	H. Bateup	H. Bateup
I. Clark	I. Clark	J. Beal
K. Besley	K. Besley	I. Clark

IF UNABLE TO ATTEND PLEASE RING
B. HOMANN PH.301925

LOCO TRACK SUPERVISORS:

A. Ide H. Bateup W. Brownlow P. Waugh

SPECIAL NOTICE

Even if your name does not appear on the various rosters, do not hesitate to bring along your engine and enjoy a run on our various Field Days. The roster is there to ensure sufficient capacity.

SECRETARY'S REPORT

Owing to the late arrival of copy this report had to be considerably condensed.

Editor.

Re Canteen Roster: The next 6 months are set out on the Notice Board to make you aware of your responsibilities, but in this Bulletin only cover September, October and November.

The Society does expect every member to assist on the canteen occasionally. If unable to attend please advise Secretary early. A reminder that Sunday October 23rd is a Charity Day (No canteen roster). Please bring your models to make the day a success.

Sunday December 18th will be our Annual Barbecue on the grounds for members and families, replacing the usual gathering after the December Field Day. See list on table to ensure that your children receive their ice-cream.

We are trying to revitalise the Intermediate (4th Tuesday) meeting each month. There will be no business discussed but the idea is to talk over your modelling problems etc. Bring along films or slides plus projector and an extension cord. Also, if you wish, your models. With daylight saving not so far away evening running and boating can be very pleasant. Finally, please remember the Annual show of Work at November meeting. Complete or otherwise your model will be very welcome.

From our Treasurer - Mike Bradford

On taking office of Treasurer I am pleased to state that the monetary side of the Club is in a healthy position. Of the assets, you as members can see at a glance what we as a Club have, Club House with canteen and toilets, Boiler House and boiler, Stationary steam engines to use the steam, boat pond, Railway station and announcement point, two separate multi-gauge railway loops, two steaming up areas, pleasant grounds and surroundings that we invite the public to visit twice a month to enjoy the above and see the handiwork of us, the members. So I am inviting you as members to

come and use the above assets more and get enjoyment from your Club and offer more for the Public also.

Our Librarian Lindsay Hope supplies the following -

Occupying the bottom two shelves of the Library cupboard is an assortment of books acquired for resale to members. The odd few have been sold over the last two years. In an effort to increase the sales of these I have listed what is available and the price required :

Title:	Cost
Indian Pacific by Patsy Adam Smith	$2.50
South Coast Limited ARHS	3.00
Locos of the Commonwealth Railways ARHS	3.00
621 ARHS	2.50
Rails to the Burra ARHS	3.00
Mile End Railway Museum ARHS	2.50
One Rusty Rail ARHS	3.00
600 ARHS	3.00

Copies of the boiler codes are also available from the Librarians :

Copper Boiler Code	1.00
Steel Boiler Code	1.50

AROUND THE WORLD WITH JACK MELL:

My overseas trip began from Tullamarine where I boarded a Jumbo Jet to London, leaving Tullamarine at 2.30 on Monday 28th March. After a touchdown at Sydney we left to fly a straight line across the centre of Australia, Alice Springs was quite visible as we passed over. Leaving Australia at the North-West somewhere above Broome we made course for Singapore our first stop, landing about 7 o,clock, by then it was quite dark. After Singapore our next stop was to be Bahrain, a quick walk around the airport lounge a bit of duty free shopping and then on again for Heath Row in London. We landed on time at 8.30 Tuesday morning.

Never have I seen a busier airport, planes landing and taking off every minute or so. I did learn the average turn round time of the overseas aircraft is approximately 3½ hours.

Beautiful weather in London, clear but cold. After a little look around I left Euston Road Station for my ultimate destination which was Birmingham. While In Birmingham I went to the Model Club grounds, they have a lovely track (Aluminium drawn bullhead rail). That day they were having efficiency trials which consisted of a correctly weighed amount of coal and each engine pulling a dynamometer truck and two passengers including the Official checking the performance of the loco. If I had thought about this article I would have got some figures, one freelance tank loco doing five circuits of the track on one firing, the track is about a thousand feet.

I also went to the York Museum which has now been housed permanently in a new building beautifully appointed with shops and cafeteria. Of the exhibits in the Main Hall pride of place is given to Mallard completely restored with its full streamlining and repainted. In all an interesting display of locos and equipment, this place is worth anyone's time to visit in England.

Apart from this visit not much was done in the way of visiting other clubs. I visited Reeves at their new address and was impressed by the way all their stores are set out, everything in racks and clearly itemised. I bought quite a lot of bits and pieces including 3 beautiful pressure gauges which worked out at just under six dollars each.

Steam is a great thing in the Midlands with trips every week all over England with such locos as Sir Nigel Greasly, Flying Scotchman, Princess Elizabeth, Clun Castle and some of the Bl Castle Series.

After about 2 months in England I took off from Birmingham for 3 days in Amsterdam. I went on one or two canal trips, this City and Venice seem to have a lot in common, the whole cities are divided by canals and waterways. Life seemed placid in Amsterdam, all the people seem to do is sit at pavement tables and drink beer and coffee. There seems to be no closing hours,

you can drink all night long, which is simple enough as the beer is so weak it would not make a cat drunk. A very restful three days. One thing about Amsterdam there is no trouble with bank robbers. When doing business in the bank the teller is surrounded by what I suspect is bullet proof glass. In front of you is a little rubber depression, you put your papers in it and it shoots under the glass on a little conveyor belt.

From Amsterdam I took flight for Manila with touch downs at Athens, Dubai and Bangkok on the way. Met my good wife at Manila Airport and after 3 weeks in the Philippines finally took flight back to Australia. Perhaps later on I can give one of my slide evenings about this trip.

"NEW HAVEN 337" - by John Beal

When the W.R.E. Model Engineers C lub started, there was only 100 feet of straight portable track and John Barke's 3½" "Princess Royal". After a year there was 1,000 feet of circular track of 3½" and 5" gauge but a shortage of locomotives.

There was the 5" Electric "Club" loco 'Intrepid', John Barke's "Princesses" a small electric 0-4-0 and a Villiers powered "diesel". I wanted to build a steam loco but a diesel would be on the track while a steamer was still on the drawing boards. The original was a H O gauge Marklin model from my son's train set. It was the only diesel model handy and I liked the bright colour scheme. As an intrepid motor cyclist (until I fell off) I had owned a 1962 Honda Cub step-thru for some years so this engine was selected for the job. The engine is a four stroke 50cc O.H.V. developing 4½ B.H.P. at 9,500 r.p.m. It is in unit construction with the three speed gearbox, wet sump lubrication and a clever centrifugal clutch.

The clutch is disengaged by operating the gear lever (for changing), it doesn't disengage on over-run so the engine is used as an effective brake and can (if all else fails) be push-started. The gearbox output is a direct drive through chains, bevel gears, a shaft and more chains to all wheels. Coil ignition with auto-

matic advance and retard, electric starter, 90 watt alternator and rectifier for battery charging, lights and compressor for air horns are standard equipment, a speedometer and odemeter are in the development stage. No air-conditioning or push-button stereo radio as yet.

The engine fitted into American loading guage with about ½" to spare. I scaled up the H O gauge model 1 to 8, unusual going up instead of down. The side frames are 3/4 x 1/8 angle with bogie pivot supports, instrument panel, engine mounts and cow catcher holding the frames together (or apart ?).

The panel work in one piece is 18g mild steel sheet riveted and welded with some panel beating on the nose. The side vent panels are from fluoro light fittings. All wheels run on ballraces and with steel axle boxes supported by coil springs in ¼" steel frames. Two torch reflectors provided head lamps.

The engine has pulled four loaded passenger trucks without much trouble but usually only pulls one or two. With just the driver a scale speed of 132 mph (actually 12 mph) was achieved limited only by curves and track condition and the fact that the driver was chicken.

So far the engine has been very reliable and after standing on the garage floor for a few weeks between track days always manages to be on the job again. Using my construction methods either no drawings at all or bit by bit design, the whole project took about 8 months to complete. However, in conclusion (nice phrase) due to the world energy crisis, my steam loco is under construction and one of these years should be competition for "Newhaven" 337.

John Beal.

A STEAMHOUSE REVIEW - by David Atkinson

Since the new boiler has come into operation at SASMEE Park, a greater amount of interest has been taken in the steam house, with the layout of engines having been altered considerably. We

now have two new engines as well as the return of an old one.

Both the new engines are actually boiler feed pumps; one being a small "Worthington" Duplex belonging to Mike Bradford, which is yet to come into operation. I hear tell that Mike obtained this pump from the Brighton Cement works. The other pump is a well proportioned weir vertical, for which we have Clary Burden to thank, for it was, I believe, due to his negotiation with Farmers Union at Mile End that we managed to secure it. We also obtained a rather larger Weir (almost twice the size) from the same source, but as this pump would almost fill the boiler up after several strokes, it has been set aside in the loco shed for some later use.

The old engine which returned after a long absence is Ralph Skene's Mill Engine, it was built in 1937 and though it looks a little worse for wear, it still draws admiring glances.

The only bona fide full size engine in our collection is a rather handsome mill engine dating from 1870-1880 with an unfortunately vague background, although I believe it finished up its 90 years of working life pumping water on a dairy farm on the Onkaparinga River.

One of the more interesting models is that of a vertical launch engine built in 1892 by P.W. Richards of Goolwa who some older members may identify as the founder of the marine engineering concern on the Port Road. This model possesses an excellently proportioned reverse motion, built without plans or drawings.

Besides these engines we have a model Beam engine built in 1846 by J. Oldfield, who is the forefather of the present owners of the Oldfield Bakery Group.

It is hoped that soon we will expand our collection to incorporate some larger exhibits, as well as some more smaller engines, such as the three Stuart Turner engines which Paul Griscti provided, then we will have a good working of engines of all types for the public to view.

D.J. Atkinson

PHIL WAUGH WRITES ON THE LOCO TRACK:

Clary Burden asked me to say a few words for inclusion in the Bulletin so I take this opportunity to say how much I have enjoyed the Company of club members on Field and busy bee days.

Being involved in these activities has been of rewarding interest to me. Adding to this pleasure by several trusting loco owners is the privilege of being allowed to drive their locos. Thank you fellas.

Whilst assisting at the station a thought occurred to me that a fence dividing on going passengers from off going better use could be made of the turn stile exit already there.

I also suggest that the gate at the pond end of the steam house should be kept closed in the interests of children getting too near the track at that point.

Phil Waugh.

AROUND THE BOAT POND - reported by Alan Saunders.

Now that the Convention is over it is rumored that extentions may be made to the boat pond. So far, contrary to popular belief, ideas have been kicking around of how to fill in the hollow by Dennis' Sacred Blackwood tree. The major problem facing us is how to tap the side of the pond for a channel to the wharfing area without first draining the pond. If anybody has any ideas, please see our director of constructions, Wally Brownlow. To further enhance the possible design of the pond, or conversely to see how your thinking diverges from ours, a design competition is hereby announced. Any club member may take part and a prize will be given to the best design - maybe two weeks in Hong Kong.

(However the design must be completely used and not modified in any way, that rule makes it safe for the boat pond personnel).

For those of you contemplating buying Radio Control equipment please note that the following bands are out of CB Radio frequencies -

27 MH3 - Bands 1 - 6
but bands 6 may be affected

29 MH3 - All Bands

and should not be affected by CB. If you are buying a set I suggest you go for the 29 MH3 bands as these are restricted for model use only.

THE GRAVEYARD WATCH

Otherwise

THE MIDDLE WATCH - Terry Middleton

A typical steamer of 3 to 5000 tons with 4 engineers.

In the era of steam ships - the 3rd Engineer takes the Middle Watch, that is Noon - 4 pm. Midnight - 4 am. Generally - depending on the 2nd and Chief - he had to do day work Monday - Friday after breakfast till 11 a.m. On reciprocating engined ships the "Three Oh" was the electrician and sometimes refrigeration expert. Checking over generators - commutators and engines also came within the ambit of his responsibilities. Generators were at times - changed on his watch, i.e. one generator put on for power purposes and the other one taken off, shut down and left to cool for checking over. The 3rd, you see, was far from a "first tripper" but had not yet risen to the dizzy heights of obtaining his 2nd Class Certificate (our Army Colleagues would call him probably a Lance Jack). In Port his jobs were usually the top and bottom ends and crosshead guides and valve gear. The main bearing were usually shared by the 2nd and 4th Engineers. The stripping of auxiliary pumps was usually a shared job of all watches.

The "Third" was therefore a busy man, also at times a very fatigued man, especially if a party was being had after dinner and did not finish till late. It would probably go till after midnight in any case, so the 4th who would come off watch at midnight could toast the person on the occasions. In the event of there not being a birthday or anniversary or occasion to celebrate a reference was often made to families at home - failing this of course you had a party, "because you felt like it". On Passenger ships, naturally they - passengers - were invited, male and female, which added to the event enormously, but limited somewhat the 'Salty Songs'.

I've set the scene for you land lubbers so you may appreciate the Third's thoughts as he descends the Engine Room at 11.55 p.m. knowing there is a party on - that someone may or will try to 'steal' his girl friend. It's very hot - about 120°F - and humid. The ship is steady and to cap it all he has a job to start on a generator. He's feeling weary - the main engine sings its rhythm of cranks whirling, somewhere about 80 rpm, eccentric gear clattering and the crosshead lubricator combs clicking up and down the guide plate. By about 2 am he's got his job done. The 'greaser' (who really oils the engine every ½ hour) has brought the Third a real good "seven bell" brew of tea to soothe his shattered or frustrated soul. The Third sits (usually) near the telegraph manoeuvring controls and perhaps smoking - letting Capstan take strain shall we say.

It is at this point that the following Epitaph could have been composed.

EPITAPH TO A 3RD ENGINEER

When the last crank and crosshead's been tightened
And the 3rd Engineer laid to rest,
And his tools all rusted and broken,
Divide what you think are the best.

No red-hot cranks or Second's pranks
Will there the 3rd annoy,
But in robes of white, a shining light,
Someone's fair headed boy.

No rods to swing, no gear to sling
Nor bottom ends to tighten.
No glands to pack, no nuts to slack
No fireman to frighten.

But on that bright and happy shore,
beyond the vale of tears,
Where the Seconds cease from troubling,
And there's no Chief Engineers.

So leave him alone in God's acre.
He died in his own beliefs
That Heaven's reserved for Juniors
and Hell's set apart for the Chiefs.

"RINALDO"

Terry

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Printed by Courtesy of
Elevators Pty. Limited
North Terrace, Adelaide
5000

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